

8 week date	Application No.	Date of meeting	Report No.
4.08.08	GR/2008/327	25 June 2008	

Land at Ebbsfleet bounded by A2, Southfleet Road, Springhead Road and Northfleet Railway Line, excluding Blue Lake, Springhead Enterprise Park and CTRL Alignment, Swanscombe/Northfleet, Kent

- 1. Northfleet Rise Quarter Master Plan submitted pursuant to conditions C4 and C6 (a), (b) and (c) of outline planning permission reference number GR/96/35 for mixed use development of up to but not exceeding an overall maximum of 167,000 sq m gross floorspace and comprising of up to 75,000 sq m gross of employment uses, 45,000 sq m gross of residential uses (approx 464 dwellings), 7,000 sq m gross of residential supporting uses, 30,500 sq m gross of core space and 3.75 hectares of public open space and provision of car parking, roads and infrastructure.**
- 2. Visual Impact Assessment (VIA) for the Northfleet Rise Quarter submitted pursuant to condition C6(xv) of the said outline planning permission.**
- 3. Landscape Strategy Framework for the Northfleet Rise Quarter submitted pursuant to condition E7(a) of the said outline planning permission.**

Land Securities

Recommendation:

APPROVAL subject to informatics.

1. Site Description

The site to which this application relates comprises the Northfleet Rise Quarter of the Ebbsfleet development.

The original Ebbsfleet planning application which straddles the boundary of both Gravesham and Dartford Boroughs extends to some 152 hectares (375 acres) and is centred around the new International and Domestic Passenger Station at Ebbsfleet on the line of the Channel Tunnel Link. It is a key site in the strategic development and regeneration of the Kent Thames Gateway.

The Ebbsfleet site in broad terms is bounded by the A2 in the south, the North Kent railway line to the north, Southfleet Road and Swanscombe to the west and Springhead Road to the east. The site has been planned on the basis of four quarters – Springhead (Springhead Park) and Northfleet Rise (Portland) which are within Gravesham and Station Quarter South (Cressfield) and Station Quarter North (Ebbsfleet) in Dartford Borough.

The Northfleet Rise quarter extends to some 17.2 hectares. It is bounded along its western edge by the River Ebbsfleet, to the north by railway tracks of the Kent

Railway Line and to the south east by Blue Lake. It is largely unused land, partly overgrown and partly enclosed by fencing. It comprises areas of grassland, some woodland and some marsh. The land rises to the north where it includes former railway sidings. There is an overhead electricity line that crosses through the site. It used to be the Ebbsfleet pleasure ground adjoining the former Blue Circle Sports Ground. To the south is the Northfleet sewage treatment works.

The Ebbsfleet River is little more than a stream but it does have valuable reed beds and associated wetland habitats and is currently maintained artificially by pumping.

The Northfleet Rise quarter is truncated by the embankment carrying the North Kent railway link running between the North Kent railway line and the CTRL domestic platforms.

The quarter is also dissected by the route of Thames Way (STDR4) which is a strategic highway route connecting Springhead Road with Stonebridge Road but with links across the Ebbsfleet Valley to the station and the A2. It is a two way single carriageway with a footway/cycleway on one side of the road (north) but with the potential to be dualled. There is a roundabout connection into the Lafarge Cement Works and the route of STDR4 west of Springhead Road used to be the Blue Circle private access road to the cement works.

2. Planning History

The Outline Planning Application

The site is part of the 152 hectare site of the Ebbsfleet planning application (reference GR/96/35) submitted by Blue Circle Properties Ltd in January 1996 to both this Council and Dartford Borough Council.

That application was an outline planning permission with all matters reserved for detailed planning approval and proposed a development for a maximum of 789,550m² (approx. 8.5 million square feet) of mixed use development with quantities for the land uses expressed in the following ranges:

- up to approx. 493,700m² of employment uses (use Class B1 – offices, research and development and light industrial)
- up to approx. 310,420m² of supporting uses (including schools, community facilities, local shops) and
- up to 163,740m² of core space development (including hotels, leisure, entertainment and supporting retail)

The key elements of the development are:

- creation of a new centre of development of a 'critical mass' around a new transport focus i.e. Channel Tunnel Rail Link and Ebbsfleet Station
- mixed use
- higher density than surrounding development
- linkage of existing communities
- encouragement of public transport and reducing reliance on the private motor car
- sustainable form of development

The development is planned for a 20-25 year time span. The application indicated that for the Northfleet Rise Quarter the development would be a mixed use development with large scale commercial – large offices, apartments and potential for family housing, short stay parking for the station in a decked car parking structure, high density development, story heights of 4-6 storeys and the range of residential being between 33-45% and offices from 39-59% but no industrial.

The application was supported initially by a number of documents and statements including Environmental, Urban Design Transport and Community Development statements. Further documents were subsequently submitted including environmental strategies, illustrative master plan, retail and travel impact assessments, and illustrative floorspace scenarios.

Members received a number of initial reports and participated in seminars and a study tour of the Ebbsfleet site before receiving a full first report on 16 December 1997 which drew together all the issues and analysed and evaluated the proposals.

Following the resolution of many of the issues and concerns identified Members received a further report at a special meeting of the Environmental Services Committee on 4 March 1998. Members resolved to grant planning permission subject to over 90 planning conditions and also subject to withdrawal of a holding direction by the Highways Agency, to the Secretary of State not calling the application in for the determination as a departure from the development plan, and to the applicant entering into a legal agreement under section 106 of the Town and Country Planning Act 1990 to provide amongst other things education contributions and affordable housing.

Following the withdrawal of the Highway's Agency's holding direction and notification from the Secretary of State that the authorities could determine the application themselves work proceeded from the beginning of 1999 on the refinement of the heads of terms of the legal agreement and the drafting of the agreement itself. Negotiations on the agreement were long, protracted and very difficult.

The legal agreement was however finally concluded on 21 November 2002 and the outline planning permission issued concurrently.

The legal agreement contains provisions for management and maintenance of open land, a financial contribution to environmental liaison, a financial contribution to heritage/interpretation facilities, an architectural consultative group, obligations for transfer of primary school provision, a financial contribution to secondary education, and obligations for the delivery of affordable housing.

Social and Community Provision

The outline planning conditions provide for the delivery of a range of social and community facilities to be provided at certain thresholds of development including pre-school nurseries, primary schools, health care, family centre, a range of open space including a multi purpose centre, 25 per cent affordable housing, library, community centre, adult education, waste recycling and a place of worship.

Quarter Master Planning and Strategies

The outline planning conditions required the submission and approval of quarter master plans (QMP's) and various planning and environmental strategies before

detailed (reserved matter) planning approval could be given to built development commencing on the site.

The QMP (GR/2003/0016) for Springhead was approved on 8 October 2003. The master plan indicated the disposition and quantum of uses including the location of a primary school at Springhead and the location of the community uses centrally located. The Springhead QMP was approved subject to a number of informatics concerning, amongst other things, footpath provision, appropriate archaeological evaluation, details of the procurement of community infrastructure, location of affordable housing, and review of the QMP consequent to approval of the transport and other strategies. A visual impact assessment for the Springhead Quarter was also approved. Approval was granted to vary condition C3 of the outline planning permission to allow the footprint of the development to extend outside that set in the Ebbsfleet Development and Environment Framework and the Springhead Development Brief. Approval was also given to vary condition H10 of the outline planning permission to allow the building height to exceed 3 storeys but subject to a condition that no building exceed 4 storeys and that any such 4 storey buildings are confined to the commercial area and selective locations along the main road frontages.

The transport strategies (GR/03/441) for Springhead Quarter and Ebbsfleet as a whole were approved on 13 May 2005 and a range of other environmental and planning strategies (GR/03/660), relating to such matters as air quality, water management, archaeology, leisure, landscape etc. relating to the Springhead Quarter or on an Ebbsfleet wide basis were also approved.

Dartford Borough Council approved the QMP for Station Quarter South in October 2007. Dartford also approved the QMP for Station Quarter North being the area of Ebbsfleet around the station on 29 May 2008. It was approved subject to two informatics:-

1. For the avoidance of doubt canalisation of the River Ebbsfleet beyond that already existing will not be acceptable.
2. The Local Planning Authority has concerns about the structure of the blocks to the south and north and future reserved matters will be expected to ensure that buildings address the street scene to provide activity and vitality and that the spaces are of a scale and character which create a pedestrian friendly environment.

Detailed Planning Approval

Detailed planning approval was given for the new road junction on to Springhead Road to serve the Springhead Quarter (GR/2005/0126) on 1 August 2005, for the spine road serving the Springhead Quarter (GR/2006/604) on 11 September 2006 and for the first phase of residential development for 388 residential units with associated car parking and open space (GR/2006/454), also on 11 September 2006. The phase 1 development will provide about 65 per cent one and two bedroom apartments and 35 per cent two, three and four bed houses. There will be 94 affordable units provided by Amicus/Horizon, Tower and Hyde Housing. The net density is 62.5 dwellings per hectare and there will be 558 car parking spaces for the 388 units. Countryside Properties are developing the first phase of development on behalf of Land Securities.

Consent has been given for a temporary marketing suite and for the use of Wingfield Bank bridge as a means of construction access to the site.

The first 55 units (including affordable units) will be available for occupation on a leasehold basis from September 2008 and the build programme is 120 units per annum.

Ebbsfleet Landmark Project

A further development proposed by Land Securities is the Ebbsfleet Landmark Project, a proposal to create a major public artwork for Ebbsfleet Valley and which will occupy a prominent site in the south east corner of the Springhead Quarter.

Five artist's proposals have been short listed and are currently the subject of an exhibition at Bluewater shopping centre. The selected artwork will be the subject of a planning application later this year.

3. Proposal

Requirements of the Quarter Master Plan

Planning condition C4 of the Ebbsfleet outline planning permission requires the submission of a Quarter Master Plan for each of the development Quarters of the site.

This application seeks approval of the Borough Council to the Northfleet Rise Quarter Master Plan, being the final Quarter Master Plan to be approved.

The Quarter Master Plan, in accordance with the terms of condition C6 of the outline planning permission comprises:

1. A first and second written statement
2. A series of plans on an Ordnance survey basis

The first written statement should confirm the amount of floorspace for which reserved matter planning permission (detailed planning approval) will be sought and the second written statement requires the following matters to be addressed:-

- Maximum and minimum floorspace for each use within the quarter.
- Triggers restricting the amount of employment floorspace to be completed until the provision of residential floorspace and open space.
- The amount of commercial floorspace relative to residential floorspace.
- Treatment of parts of the site pending development.
- Density of development.
- Measure for dealing with overhead lines.
- Provision of public art.
- Measure for controlling telecommunication development.
- Car parking standards.
- Measures to minimise visual impact of car parking.
- Means of access for people with disabilities.
- Location of leisure facilities including those replacing the BCI Sports Ground.

The plans are required to show,

- The footprint of the development including the spatial distribution and mix of land uses.
- Landmark buildings.
- Building heights.
- Location of open spaces.
- Location of car parking.
- Road layouts.
- Public transport routes.
- Footpaths and rights of way.
- Cycle routes.
- Road junctions.
- Overlap with adjoining quarters.
- Cross sections and perspectives.
- Linkages with green spaces.
- Topographical changes.
- A visual impact assessment.
- Any landfill sites.
- The relationship to CTRL and the Ebbsfleet station.
- Structural Landscaping.

Condition C9 in the outline planning permission allow a range of uses within an overall maximum of 167,000m² of floorspace for the Northfleet Rise Quarter as follows:-

- 75,000m² gross of employment uses
- 45,000m² gross (464 dwellings) of residential uses
- 7,000m² gross of residential supporting uses
- 30,500m² gross of core space (including hotels)

Condition D4 requires the provision of at least 3.75 hectares of open space within the Northfleet Rise Quarter.

The Composition of the Northfleet Rise QMP

The submitted Quarter Master Plan proposes no changes to the quantity of land uses or to the maximum and minimum specified in the planning conditions at the outline planning stage.

In terms of implementation the proposals indicate that the development will be on a phased basis with Northfleet Rise being one of the second phases of development following the first phased focused around the CTRL Station. No specific interim uses are proposed.

In terms of dwelling density an average gross density is indicated as 35 dwellings per hectare but that density will not be uniform across the quarter. The net residential density allowed in the outline planning conditions (condition H10) would allow 60 dwellings per hectare.

Employment is to be focused in the south west area of the quarter creating a commercial hub linked with the core area with the Station Quarter North.

In respect of building heights these are indicated as principally 5-10 storeys for built development either side of STDR4 but with some lower buildings of 1-4 storeys. A development of 1-4 storeys is shown in the south west corner near to Blue Lake but

with a potential landmark building (possible hotel) of over 10 storeys. The maximum height permitted in the outline consent (condition H10) is 6 storeys.

A key element in the master plan layout linking the Northfleet Rise QMP with that of Station Quarter North is what the architects term Blue Lake Promenade, a thoroughfare linking Blue Lake with Ebbsfleet Station.

In terms of power lines there are two crossing close to the boundary of the Northfleet Rise QMP. One runs from Northfleet West substation to Northfleet cement works and is operated by EDF and are due to be decommissioned in 2008 when the cement works close.

The other set of power lines runs from the south east corner west towards Northfleet West substation and are operated by National Grid. Discussions are ongoing between Land Securities and National Grid on the possibility of undergrounding or re-routing. Residential development would in any case be set back 60 metres from the centre of the power lines.

In respect of car parking the QMP indicates that an allowance of up to 1.5 spaces per residential dwelling will be permitted as an average across the site. However some elements of parking may be charged for on a leased basis. Much of this parking will be undercroft parking.

The road layout proposes a grid system with a strong emphasis on non-highway based transport measures. The current roundabout on Thames Way that provides a link to the Northfleet cement works is shown as a cross roads in the master plan probably traffic light controlled.

In terms of open space it is indicated that play facilities and open space will comprise – two combined local play areas, one additional open space (hard landscape), two additional open spaces (soft landscape). A river park (or pocket park) focused on the river Ebbsfleet is shown to be located within the centre of the site and open space is proposed in the southern area next to Blue Lake. The river is proposed to be widened to provide storm water storage capacity but also as a recreational and ecological feature.

A copy of the composite master plan is appended to this report.

The Northfleet Rise QMP is accompanied by a Visual Impact Assessment and a Landscape Strategy Framework.

A number of other strategies have also been submitted but are being considered separately. These include a Quarter Transport Strategy (which has been submitted as a combined strategy with Station Quarter North (within Dartford), an Archaeological Strategy, a Water Management Strategy, and a Contaminated Land Strategy and Air Quality Baseline Data.

4. Development Plan

Regional Planning Guidance

Regional Planning Guidance for the South East (RPG9) was issued by the Secretary of State in March 2001. This now comprises the Regional Spatial Strategy under the system introduced by the Planning and Compulsory Purchase Act 2004. The new

South East Plan, which will supersede RPG9, is now in an advanced stage of preparation, the Report of Panel having been published in August 2007. It is understood that the Government's response to this document is due to be issued in July this year, following which there will be another round of public consultation before it is finally adopted. Also of relevance here are a number of Sub-Regional Strategies, including the original 'Thames Gateway Planning Framework' (RPG9a, 1995) and the more recent 'Thames Gateway Interim Plan: Policy Framework' (2006).

Kent Thames-side (Gravesham and Dartford Boroughs north of the A2) are identified within the above documents as a growth area of regional significance with a focus on damaged land and providing significant opportunities for employment, and helping to reduce Kent's current reliance on London jobs. The Ebbsfleet Valley is seen as providing a unique opportunity for a new focus of growth in the South East, acting as a key transport and employment hub within the regional spatial strategy. Planning policies whilst respecting the landscape, natural and archaeological features in the Valley should support the development of Ebbsfleet as a new commercial centre. The importance of securing a high standard of design and sustainability is also emphasised within the emerging Kent Thameside Core Strategy policy.

Kent and Medway Structure Plan 2006

The Kent and Medway Structure Plan was adopted by Kent County Council in 2006 and provides the key strategic planning context against which the proposals are judged.

Area Specific Policy DG1 (Dartford and Gravesend) identifies Ebbsfleet Valley as a strategic development location for development of a combined domestic and international passenger station on the Channel Tunnel Rail Link (CTRL) in association with a new business centre, major residential development and community facilities. Policy DG1 also requires development to reflect a high standard of civic design and landscaping and to be integrated with new and improved transport networks, including Fastrack and Crossrail.

Numerous other policies in the Kent and Medway Structure Plan 2006 are also relevant to different aspects of the application.

Gravesend Local Plan First Review

The First Review of the Local Plan was adopted in November 1994. The Plan predates identification of the station – related development potential at Ebbsfleet in the sub-regional guidance (RPG9a) and the Kent and Medway Structure Plan.

In the First Review the Ebbsfleet site, referred to as Land West of Springhead Road, Northfleet, is the subject of Area Policy AP14 and is considered as two distinct areas – the northern part (Ebbsfleet) and the southern part (Springhead). For the northern part the policy states that the Borough Council wishes to see the existing open character retained but in the longer term recognises that the area has potential for built development including commercial and recreational uses. Similarly for Springhead the policy is for the open character to be retained during the plan period (i.e. to 2001) with longer term potential for built development including residential, commercial and recreational uses but with importance both now and in the longer term being given to protecting the landscape of the Ebbsfleet Valley and related pedestrian links.

Gravesham Local Plan Second Review

In the Gravesham Local Plan Second Review the Ebbsfleet Valley including the Northfleet Quarter is shown as a major development site and is subject to Policy MDS1 as Follows:-

Policy MDS1 Ebbsfleet Valley

Land is safeguarded in the Ebbsfleet Valley for a new mixed use development, comprising employment, residential, hotel and leisure uses, with supporting retail and community facilities. Development proposals will only be permitted where the following criteria are met:-

- i. a mix, distribution and density of development which discourages the need to travel by private car and encourages travel by more sustainable means;
- ii. with regard to the Springhead Quarter, an appropriate mix between the principal land uses of residential and employment, where neither use predominates (see paragraph 3.3.10);
- iii. with regard to the Northfleet Rise Quarter, an appropriate mix between the principal land uses of employment and residential, with employment use predominating (see paragraph 3.3.10);
- iv. the phasing in of necessary social and community infrastructure, to ensure that adequate facilities are available at all stages of the development to meet the needs of new residents;
- v. a high quality of urban design;
- vi. a high degree of public access throughout the site;
- vii. a hierarchy of extensive green spaces and water spaces;
- viii. a close integration with the Channel Tunnel Rail Link (CTRL) and the Ebbsfleet International and Domestic Station (see Policy T5);
- ix. close integration with existing communities through the provision of road, pedestrian, cycle and public transport links, including a dedicated corridor for Fastrack; and
- x. the concentration of development at nodal points and along public transport corridors.

All proposals will be subject to Policies T1 (Location of Development), H9 (Affordable Housing), LT3 (Green Grid) and SC1 (Social and Community Infrastructure).

The Ebbsfleet Development and Environment Framework and the Development Brief for the Land West of Springhead Road, Northfleet will remain important material considerations in determining any future planning applications within the Ebbsfleet Valley which are related to the CTRL and the Ebbsfleet International and Domestic Station. In the event of Phase 2 of CTRL not proceeding, fresh proposals for development in the Ebbsfleet Valley would need to be subject to a new development brief.

Ebbsfleet Development and Environment Framework

Recognising the changing context in the Ebbsfleet Valley arising from the RPG9a and the CTRL proposals, and the Government's decision that there should be an international and domestic railway station at Ebbsfleet, Gravesham Borough Council, Dartford Borough Council and Kent County Council decided to prepare the Ebbsfleet Development and Environment Framework. This was adopted by Gravesham Borough Council as supplementary planning guidance in June 1996 following public consultation. It has been adopted by the other two Councils. The document sets out a number of principles and includes an indicative plan showing the local authorities expectations regarding the extent and nature of future land uses, and identifying transport corridors and a network of greenspace.

A key principle is P6 which is concerned with the scale of development. This states,

The local authorities will expect non-CTRL proposals in the Ebbsfleet Valley to give a clear indication of the scale of development envisaged. Proposals should make clear as part of the preparation of a master plan the overall intentions for the Valley as a whole and for each of the constituent development areas.

Proposals should:-

- provide employment floorspace of a sufficient scale to create a focus of economic importance to the key roles for Ebbsfleet Station, Ebbsfleet Valley and Kent Thames-side envisaged in RPG9 and RPG9a;
- make clear the assumptions used in planning the total quantity of employment floorspace as to: Labour supply; the effect on commuting patterns locally and in the wider sub-region; and the capacity and provision of car and non-car transport infrastructure to achieve the assumed pattern of movement;
- take account of the strategic context for employment floorspace and housing provision, especially in relation to the development of other major sites in Kent Thames-side and the wider area;
- demonstrate a market realism in relation to both the total quantity of employment and housing development and to their phased provision; and
- show that the scale of development proposed can be accommodated in the Valley in an environmentally acceptable manner and produce a high standard of design and quality built environment".

Land West of Springhead Road Development Brief

At the time of adopting the Ebbsfleet Framework the Borough Council decided to prepare a development brief to provide additional guidance for the Springhead Quarter which forms a significant part of the Ebbsfleet Valley. The Brief was also the subject of public consultation and was adopted by the Borough Council in February 1997 as supplementary planning guidance.

The Brief considers that the Springhead site is appropriate for the following uses:

- High quality business use which would establish the locational advantages of the Ebbsfleet Valley and would be beneficial to the overall mix of uses, minimisation of travel and provision of public transport infrastructure.

- A mix and balance of house types, including open space and playing fields.
- Small scale retailing which is justified by the development proposed.
- Possible visitor attractions including a heritage/CTRL visitors centre.

The Brief suggests a possible distribution of land uses. The major part of the Springhead Quarter is identified as offering a comprehensive mixed use development which relates housing, community and work activities and integrates public transport provisions; however it is considered that of the principal land uses of residential and employment neither use should predominate.

No separate brief was prepared for the Northfleet Rise Quarter.

5. Reason for Report

Major development and because the Ebbsfleet site has been the subject of previous reports to the Board.

6. Consultations and Publicity

Kent Highways

Detailed comments will be made to the proposals for this Quarter in response to the combined transport strategy for Northfleet Rise and Station Quarter North

Planning Policy Manager, Gravesham Borough Council

PPS25 states at Paragraph 10 that

“10. Flood risk assessment should be carried out to the appropriate degree at all levels of the planning process, to assess the risks of all forms of flooding to and from development taking climate change into account and to inform the application of the sequential approach.”

This means that the fact planning permission has already been granted does not preclude the need for an FRA at the Masterplan stage (or any later stage) to further assess risk in the light of climate change to ensure that the distribution of uses within the site are commensurate with the objective of minimising risk.

Para. 8 to PPS25 also states that, in determining planning applications, LPAs should

“Apply the sequential approach (see paras. 14 – 17) at a site level to minimise risk by directing the most vulnerable development to areas of lowest flood risk, matching vulnerability of land use to flood risk.”

I would have thought therefore that the Quarter Masterplan stage is the most appropriate level to pick up on the PPS25 requirement to apply the Sequential Approach because it looks at the general distribution of uses across the site before looking at the design of the units themselves at the detailed stage. Because of this, it may require an FRA or at the very least an explanation of how they have assigned uses taking flood risk (fluvial/pluvial and tidal) into account.

On the Water Management Strategy itself the following points are made:-

- As the ability to discharge through the long culvert and out to the River Thames is crucial, shouldn't they be saying a bit more about how they intend the culvert will be kept clear to allow surface water to discharge? If they are saying it's the responsibility of the riparian owner, does this mean that KCC as highway authority are responsible and do they accept this? Also, Robins Creek acts as a containment pond during periods of tide lock, so they must be relying on this to a certain extent as part of their surface water drainage strategy. However, nobody seems to manage this anymore and it is silting up and regenerating to woodland/scrub. Has the implication of this been taken into account and how would any problems be redressed?
- Does the Water Management Strategy take account of climate change through to 2115? The reason I say this is that the period of tide lock will increase with changes in sea level rise + PPS25 predicts that there will be a 30 per cent increase in peak rainfall intensity by 2085 – 2115. Has this been factored into their modelling for a 1 in 100 rainfall event?
- The Water Management Strategy only looks at surface water flooding from a pluvial/fluvial event and not from a tidal flooding event should there be an overtopping or breach of the defences through to 2015. I'm not sure whether I actually saw a FRA with the original application – presumably it predated PPG25 anyway and it wouldn't take into account climate change impacts if it was written in 1995/6. Having a slab level for sleeping accommodation set at 6.5m AOD is probably sufficient but it may be prudent if they check this with the EA as a marginal adjustment now might save problems further down the line.

Regulatory Services, Gravesham Borough Council

Contaminated Land.

We need to be satisfied this issue has been properly dealt with. The plans show a significant amount of this land being an old landfill site so we would expect to be provided with the appropriate information as per our standard contaminated land condition set out below:

Soil Decontamination.

No development approved by this permission shall be commenced prior to a contaminated land assessment (in accordance with the CLEA guidelines and methodology) and, if the assessment concludes it necessary, an associated remedial strategy, together with a timetable of works, being submitted to the Local Planning Authority for approval

1. The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the Local Planning Authority prior to investigations commencing on site (ref1).
2. The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitably qualified and accredited

consultant/contractor in accordance with a Quality Assured sampling and analysis methodology (ref 2).

3. A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the Local Planning Authority. The Local Planning Authority shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters.
4. Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance (ref 3). If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority.
5. Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the Local Planning Authority. The closure report shall include details of the proposed remediation works and the quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post remediation sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from the site.

Ref 1 : Contaminated Land Research Report no. 2, 3 & 4 (DoE)

Ref 2 : Contaminated Land Research Report no. 1 (DoE)

Ref 3 : CIRIA Vols 1-12 Contaminated Land Series and CIRIA "Building on Derelict Land"

Noise and vibration from railway.

There are a number of issues here. We would need to be satisfied that all sensitive receptors are adequately protected from impacts of CTRL, North Kent Line including link to CTRL and also the newly proposed freight line from Lafarge. It is understood that there are agreed noise levels for this development but further discussion is needed for vibration limits.

Odour

There is a proposed 'E' shaped residential block in Dartford's area in close proximity to the NW of the sewage works. We need to be satisfied that due notice is taken of this by the developer and that the potential odour issues are designed out as far as possible.

Power Lines

Reference is made to these and a statement made re residential and commercial properties being set back 60m and 30m respectively from the centre line of the cables. There is no supporting information justifying why these figures have been selected.

Environment Agency

We have reviewed the documents supplied in conjunction with the Station Quarter North (SQN) and Northfleet Rise (NFR). Although we realise NFR is in Gravesham's jurisdiction, the comments for that are the same as for Dartford since the two submissions are almost identical in nature. We will generally be making the same comments to Gravesham.

Unfortunately, some of the documents referred to in the text (in particular Disturbed and Contaminated Land) have only just been supplied and we have been unable to take any of these into account through lack of time.

Also, some of the available documents have not been considered since they are either beyond the remit of the Environment Agency's responsibilities or we have only just received them and have 21 days in which to consider them. Therefore, in order to be able to provide you with some of our comments, we have concentrated on the Landscape Strategy which appears to embody the main thrust of the environmental issues.

Regarding the SQN Landscape Strategy we have the following comments:-

Landscape Framework

The landscape framework states that it has been informed and prepared in collaboration with other reports, in particular a water management plan and an ecological strategy. However these other reports are not available, and it is not possible to support the landscape proposals without some further knowledge of the local ecological issues and the hydrological issues, and a clearer demonstration how the local issues have been addressed in the proposed landscape objectives.

For example, the document refers to the flow of the River Ebbsfleet currently artificially maintained by pumping. However Section 1.4 of the landscape framework (a specific section on the River Ebbsfleet and related landscape objectives) does not explain how the new landscape proposals will offer a more sustainable solution to pumping, that will provide enhanced habitats, increased biodiversity value and a river adaptable to likely climate change impacts, as well as an enhanced and robust landscape theme through this quarter of the overall development.

We support sustainable surface water drainage as an objective of the new landscape. However it is not clear from the information provided how the river will respond to the future changes in surface water run-off and discharges. We recommend that a SUDS framework is required alongside the landscape frameworks to demonstrate the synergies of river restoration and enhancement, with site water management. It must be acknowledged that infiltration techniques will only be permitted where they do not pose a risk to groundwater, a controlled water.

We support the design objective for the River Ebbsfleet to 'protect and enhance ecological value and biodiversity through designed interventions and safeguarding of valuable areas'. Without further information on the specific existing ecological features of higher value along this river corridor it is difficult to support fully the proposals. The Environment Agency can provide further advice/comment on appropriate design enhancements to the river corridor for ecological outcomes and flood risk management. This could include in-stream modifications. General principles have been provided below under the headings "Biodiversity" and "Development Control". We support

landscape objectives that will improve the connectivity of aquatic and riverside habitats along the river corridor. New river crossings will further fragment the river already disconnected by existing rail routes and highways. Consent from the Environment Agency will be required for the proposed new river crossing.

We are wary of the proposal to expand the width of river bed for aesthetic reason to provide visual access to more open water. The river already suffers from low to non-existent flows at certain times of year, and impact of very low flow on river ecology will be exacerbated by widening the channel (*unless the hydrological report addresses this*). We recommend that river restoration should seek to recreate natural physical features of a river channel such as pools and riffles (and river channel narrowing may be more appropriate in some locations).

We support the principle of an enhanced river landscape through the urban areas of the masterplan, where the river brings character and setting for the new community. However we do not agree that the river needs to be canalised through urban quarters. Softer river bank and riverside designs can provide another option to hard canalised banks that provide spaces for people and wildlife. The development should seek river enhancements to improve ecological connectivity throughout the whole site. Plans for the Portland area (included in both Station Quarter North and the Northfleet Rise landscape frameworks) indicate an elevated building in the water course as well as a new vehicle crossing immediately south. The documents state that plans are indicative only, but we require further detail about status of this apparent in-channel building before we can support the landscape proposals.

2 Sustainability Framework

Section 2.1.1 describes the sustainability framework and sets out objectives which include water, climate change, natural resources and the built environment. Within these objectives there is no mention of commitment to high levels for the code for sustainable homes.

We commented in our response to the overall strategy document that development in Thames Gateway should meet exemplar design standards to establish the Gateway as a low carbon region and maximise the efficient use of water and waste, as outlined within the Communities and Local Government Thames Gateway Delivery Plan.

Unfortunately, the fact that these documents arise from conditions in an outline planning permission granted in 2002 means that some key elements have been omitted. However, if it is at all possible, we would like to see a commitment to high levels of the Code for Sustainable Development and BREEAM within the document.

High Levels of the Code for Sustainable Homes are readily achievable and Building to a high level of the Code will assist in demonstrating high standards of design and sustainability. Many exemplar developments are now making a commitment to build to code level 6. This is achievable on a development of this scale and is something we would wish Land Securities to aspire to.

In addition to producing the Code the Government has also indicated that all new homes will need to be zero carbon rated from 2016. In order to reach this level the predicted 'glide path' is outlined in the Communities and Local Government Document entitled 'Building a Greener Future'.

In this context of the aspirations for zero carbon homes and for an exemplar Thames Gateway we would like to see that as a minimum, a commitment is made to the glide path specified in 'Building a Greener Future' (that is code level 4 by 2013 and code level 6 by 2016). We would also like to see a commitment to level 5 and 6 of the code and BREEAM 'excellent' where feasible.

7 Water

The strategy discusses the need for site-wide integrated water management approaches addressing surface water, water supply, consumption, and wastewater treatment. As stated above a commitment should be made to achieving code levels 5-6 for water efficiency for the code for sustainable homes.

8 Climate Change and Energy

There is no mention of Energy being supplied in accordance with the Energy Hierarchy within the documents supplied (namely using less energy, supplying energy efficiently, and using renewable energy). Although the use of renewables is mentioned there is no firm commitment to using renewable energy. We would like to see a commitment to a 20 per cent target for renewable energy supply.

10 Built Environment

This section discussed the need to 'Create diverse and connected places, resilient to evolving human and environmental needs by using high quality design standards for its buildings, landscape and urban spaces'.

As noted above, commitment to high levels of the code for sustainable homes will demonstrate a commitment to high quality design.

Building Design

Finally it is pleasing to see (point 4.9 pg 42) that the proposed buildings will be oriented in such a way that these can take advantage of passive solar gains. Building orientation and passive ventilation are key ways to both reduce energy requirements and adapt for climate change. For hi rise and commercial areas, a system of decentralised energy generation such as Combined Heat and Power (CHP) should be adopted. This could be on the basis of individual buildings, or over a wider area.

Climate change

The masterplans make minimal reference to climate change, and how either the landscape or building design will provide mitigation and/or adaptation measures for climate change. PPS 1 Planning and Climate Change states that *'all developments take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption, including maximising cooling and avoiding solar gain in the summer; and, overall, be planned so as to minimise carbon dioxide emissions through giving careful consideration to how all aspects of development form, together with the proposed density and mix of development, support opportunities for decentralised and renewable or low-carbon energy supply.'* This PPS also states that *'all developments should provide public and private open space as appropriate so that it offers accessible choice of shade and shelter, recognising the opportunities for flood storage, wildlife and people provided by multifunctional greenspaces, give priority to the use of sustainable drainage systems 2, paying attention to the potential contribution to be gained to water*

harvesting from impermeable surfaces, and encourage layouts that accommodate waste water recycling;

Climate change mitigation is essential to both ensure sustainable development and to ensure the comfort of the homeowner in any development in the Thames Gateway. Measures to minimise overheating involve careful planning at the design stage of the development. Architects are becoming increasingly aware of the need to consider the weight and type of materials, solar orientation and the use of passive ventilation systems when designing for a changing climate. It is no longer considered acceptable to design and construct 'energy hungry' buildings which require the excessive use of mechanical cooling and ventilation. We would like to see these sustainable construction measures translated into the detailed design of the scheme.

Waste

Unfortunately, the planning conditions made no requirement for a waste management strategy, so there is virtually no mention of waste, either construction, remediation or occupation.

The first page of the design statements states that Arup has developed a section on waste. Whilst some additional strategies are referred to as intended for imminent submission (contaminated land, water etc) there is no mention of a waste or materials strategy, or an energy strategy.

Disappointingly, neither scheme appears to have or to be in the process of developing a waste management strategy. An integrated waste and materials management strategy covering the whole of the development area will be required under **The Landfill (England and Wales) Regulations 2002** should be produced. This will provide a coordinated approach to the use of materials within the project and the reuse and recovery of waste arisings.

The scale and configuration of the development lends itself to the inclusion of an automated and integrated waste collection system, such as that marketed by Envac. These are being used increasingly across Europe, and have been used in the Wembley redevelopment in the UK. The use of such systems, which can be configured to enable collection of recyclable materials, minimise the area required for storage of waste containers, eliminate the potential problems associated with storing waste, such as odours and being a magnet for vandals and rats. These systems also reduce the number of collection vehicle journeys. The system is suited to both high and low rise developments, and could also be used for the collection of waste from public areas such as streets, parks and shopping areas. Regardless of what system may be adopted for waste collection, any system should facilitate the recycling of waste by households, businesses and members of the public when they are in public areas.

BIODIVERSITY

It appears from the Masterplan that this development could have a significant effect on the watercourse and wetlands than occupy this area. For the most part the watercourse runs along the central boundary of the four quarters of the site.

At present it is difficult to assess any proposal without more detail, such as habitat mapping and ecological surveys, however at this point it is worthwhile setting out certain principles.

In principle we would seek the retention and protection of wetland habitats as part of the development proposals, as well as the complete protection of all watercourses. This encompasses ponds, lakes, wet hollows, wet grasslands, marshy areas, streams, ditches and their associated habitats. We would also seek to protect species associated with these habitats.

Within this, it should be noted that the UK Biodiversity Action Plan 1994 (BAP) identifies certain species and habitats as being especially rare and worthy of protection in order to halt the acknowledged loss of biodiversity in the UK. The UK BAP species and habitats are now recognised by Government as being “species and habitats of ‘principal’ importance” for the preservation of biodiversity nationally under s41 and 42 of the Natural Environment and Rural Communities Act 2006.

In this instance, the proposed development may have a detrimental impact on wetland habitats listed as a BAP priority that the Environment Agency has a lead role in protecting. We would seek to retain and protect these habitats.

If an ecological survey has not already been carried out this would be required **prior** to the development of detailed plans, to enable an assessment of the level of risk posed by the development. Without such information, it is not possible to judge whether the proposals would meet the requirements of PPS9. The detailed design, construction, mitigation and compensation measures should be based on the results of a survey carried out at an appropriate time of year by a suitably experienced surveyor using recognized survey methodology.

The assessment should:

- Identify any rare, declining, protected or otherwise important flora, fauna or habitats within the site;
- assess the importance of the above features at a local regional and national level;
- identify the impacts of the scheme on those features;
- propose mitigation for any adverse ecological impacts or compensation for loss;
- demonstrate how the development will avoid adverse impacts;
- propose wildlife habitat enhancement measures;
- propose post-project appraisal, management plans and management responsibilities with details of how biodiversity enhancement will be incorporated into the development and maintained over the long term.

We wish to be consulted on the results of any wetland species or habitat related survey submitted in connection with this application, on any design changes, additional mitigation and compensation or enhancement measures that might subsequently be proposed.

We are opposed to the culverting of watercourses as it destroys wildlife habitats, damages natural amenity and interrupts the continuity of this linear habitat. It can also adversely effect flood defence and land drainage. Where access is required the use of clear-spanning bridges will maintain the river corridor and the movement of both the river and associated wildlife.

We would wish to maintain at least a six metre marginal strip of land along the course of the watercourse a buffer zone, with existing trees and scrub retained and natural riparian vegetation encouraged. The permanent retention of a continuous

unobstructed area is an essential requirement for the preservation of water corridor wildlife habitat. This buffer zone will also help to protect the receiving watercourse from the detrimental impacts of positive drainage of urban runoff.

We would want to see a method statement agreed to ensure that the invasive weed species Japanese knotweed present on site is prevented from spreading and/or eradicated from site.

DEVELOPMENT CONTROL

The details at this stage are not specific enough for us to make full detailed comments. The documents do not appear to present a situation for the adequate protection of the River Ebbsfleet Stream corridor, but rather outlines a proposal to realign a large section and thereby altering the hydraulic regime of the watercourse.

Since the initial permission (DA/96/00047/OUT), the latest government guidance on development and flood risk has been published, Planning Policy Statement 25(PPS25), and therefore flooding and surface water drainage details should be addressed within a comprehensive Flood Risk Assessment. This should include a detailed topographical survey of the area to compare existing levels to proposed, including any areas of compensatory floodwater storage (and associated calculations). The flood risk assessment should also include an assessment of local flooding due to overland sheet flow or run-off exceeding the capacity of drainage systems during prolonged or intense rainfall. The critical event for this area should be determined and the surface water drainage system designed accordingly. The run-off implications of development should be assessed for all flood risk zones and controlled, where possible, through the use of sustainable drainage systems, which is recognised in the submitted documents. If overland flooding occurs in this event, a plan should be submitted detailing the location of overland flow paths. As a guide, the Agency recommends that run-off from any development be controlled to the equivalent greenfield rate or less for the 1 per cent probability rainfall event.

Please note that we would oppose any further uncontrolled discharge to the River Ebbsfleet either during or post construction.

Horizontal access strip eight metres wide adjacent to the River Ebbsfleet must be left free from any permanent building development, including fences and other obstructions. This is required in order to retain access to the watercourse for the Environment Agency to carry out its function and to protect the river environment. Land Drainage consent is likely to be withheld for any development within this margin.

Finally, as and when they become available detailed engineering drawings will need to be submitted to the Agency for the following:

1. Full details of any proposed river diversion works.
2. All new outfalls to the River Ebbsfleet.
3. Culvert details.
4. Any river crossings.
5. Landscaping etc.

Southern Water

With regard to the proposed Water Management Strategy, can confirm that the improvements and extensions currently under construction at Northfleet Waste Water

Treatment Works will provide adequate capacity for the proposed development should the applicant choose to discharge to the Northfleet Waste Water Treatment Works catchment.

If any of the surface water disposal system is proposed to be adopted by Southern Water, early discussions with regard to the acceptability of detailed proposals should be made.

Request that should this application receive planning approval, the following condition is attached to the consent: "Construction of the development shall not commence until details of the proposed means of surface water disposal have been submitted to, and approved by, the Local Planning Authority".

It should be noted that existing and proposed services (which are very significant and strategically important) will be a critical constraint upon the proposed indicative development layouts (and also upon landscaping proposals). Discussions have taken place with the landowner regarding the protection of Southern Waters existing infrastructure and also with regard to a new pumping main which is to be installed imminently.

Proposed structures and highways will require piled foundations which will also be a constraint upon the potential solutions for construction of new services. It is critical that the proposed detailed site layout and landscaping strategy takes into account the requirements for protection of existing and proposed infrastructure.

In order to protect drainage apparatus, Southern Water requests that if consent is granted, a condition is attached to the planning permission. For example, "the developer must advise the local authority (in consultation with Southern Water) of the measures which will be undertaken to protect public sewers, prior to the commencement of the development."

With regard to the Visual Impact Assessment, note that no consideration has been given to the views from the proposed development. Would refer you to the provisions of PPG23, particularly Appendix A. *"The following matters (not in any order of importance) should be considered in the preparation of development plan documents and may also be material in the consideration of planning applications...the need to separate necessary but potentially polluting and other land uses....so as to reduce conflicts...in which proposed new developments and uses should be carefully considered in terms of their potential as pollution receptors."*

The documentation should make reference to the close proximity of the Northfleet Wastewater treatment Works and the potential impact upon the proposed development and assess if any mitigation measures are required.

Natural England

Thank you for your letter dated 25 April 2008 consulting Natural England on the information recently submitted in support of the above application. The documents referred to in your letter appear to be the same as those we have recently been sent by Dartford Borough Council. As such appended is my recent letter to Sonia Bunn at Dartford Borough Council to this letter which details Natural England's comments in relation to the aforementioned documents.

Natural England welcomes the visual impact assessment conducted for the Station Quarter North site. From the information provided, both the landscape and the visual impacts during the operational phase of the development have been assessed as being of slight to moderate beneficial on a permanent basis at the local level. However, it is acknowledged there will be slight adverse impacts during the construction activities. Natural England therefore has no comments to make in relation to the visual impact assessment for this proposal.

Natural England welcomes the Landscape Strategy for the site and are pleased that integration with the green grid has been proposed. It is unclear from the landscape strategy whether Baker's Hole Site of Special Scientific Interest, which falls within the Station Quarter North area, will be affected by the proposals. Natural England would want to see the SSSI maintained in favourable condition in the long-term and particularly make sure that existing exposures are maintained and protected. This is potentially an issue with use of land around these exposures as public open space and we recommend that the Landscape Strategy is amended to include further information on how the exposures will be maintained.

As outlined by Richard Collingridge, in his letter to Dartford Borough Council of 23 April 1996 regarding the Environmental Statement for this development, Kent Wildlife Trust and other appropriate organisations will take the lead in dealing with general nature conservation issues and those relating to the Local Wildlife Site so we recommend they are also consulted in relation to these documents.

Lafarge Cement

Pleased to see the comprehensive manner in which Station Quarter North and Northfleet Rise is being master planned. These quarter master plans also need to be viewed in the context of our emerging proposals for the comprehensive regeneration of Northfleet Works which are progressing at some speed. A planning application for a mixed use development and a bulk aggregates import terminal on the Northfleet works site is expected in the Autumn of this year.

In this regard, we wish to point out a number of areas where it is considered that the Northfleet Rise Quarter master plan needs to take account of infrastructure fundamental to the regeneration and redevelopment of the Northfleet Works site in terms of:

- Rail access to the aggregates terminal (and also a potential third party rail terminal) proposed through the reinstatement of the rail link via Northfleet sidings immediately south of Northfleet Station; and
- HGV access via Thames Way/Vineyard Pit to the existing Bulk Powders Import Terminal, the proposed bulk aggregates import terminal, and extensive employment allocations providing up to in excess of 60,000 sq.m of employment floorspace.

The compendium of Plans sets out proposals for high density residential blocks of between 5-10 storeys in height to be sited north of a dualled Thames Way. This development would abut the reinstated rail access/Northfleet sidings to the north. The sidings will serve the aggregates terminal and potentially the bulk powder terminal (and also possibly a third partly terminal). The sidings will be employed for the receiving and dispatching of train loads, and running around of trains by locomotives. There is therefore scope for stationary trains and the occasional locomotives with

engines running being present within this area for limited time periods. The rail link may be in 24 hour operation in order to ensure that available train paths can be exploited.

As such there may be a risk of disturbance to occupiers of residential properties in this area. Careful thought has been given, within submission, regarding the relationship of development proposed in the Northfleet Rise Quarter Master Plan to noise created by the CTRL link. The same careful approach ought to be adopted within the Northfleet Rise Quarter to the relationship with the reinstated Northfleet Works rail access and sidings to ensure a suitable level of residential amenity.

The Compendium of Plans fails to show adequately the Vineyard Pit Northfleet Works access/Thames Way junction. The proposed “road junction” plan does not show the Cement Works access roundabout. This may be a graphical error, or it may show an intention to amend the junction. However, there is no reference to the removal of the current roundabout, nor is there any reference to the junction being signalised in the written text. As stated above, this remains a key access point to Northfleet Works and is fundamental to achieving the regeneration of the area. Northfleet Rise Quarter Master Plan proposals should demonstrate clearly how this link is to be maintained into the future.

The proposed new Northfleet station building and open space to the south of Northfleet sidings feeding from a main ‘high street’ route from the CTRL domestic station are rightly a key element of the Master Plan in this area. However, the Quarter Master Plan does not make firm proposals for direct linkages towards the existing community of Northfleet. More positive statements other than the reference on page 20 of the Design Statement that Northfleet Station *‘could be accessed from the development by a pedestrian subway’* should be made in the Master Plan to demonstrate a firm commitment to the delivery of meaningful linkages between Ebbsfleet and the existing community. Aware that this matter is subject of a separate study commissioned by Kent Thameside Delivery Board by Burns and Nice. Nevertheless the promotion of such linkages merits greater attention than is currently given.

With reference to the Compendium of Plans we would make a number of detailed comments:

- The Road Layout Plan ought to include the Works Access via Vineyard Pit along with an indication of the sort of junction proposed.
- Junctions of Proposed Roads should either show the current junction between Thames Way and the Vineyard Pit works access arrangement, or indicate the manner in which a new junction might be proposed.
- Section 2 while showing what is assumed to be scenario based around Crossrail at Northfleet Station, does not correctly show Northfleet sidings and the manner in which they sit below the level of the North Kent Line.
- The Infrastructure Plan omits to show the presence of Northfleet Sidings, nor the Cement Works access via Vineyard Pit.
- The Structural Landscaping Plan incorrectly shows Northfleet Sidings as landscaped areas with tree planting.

Is in on going constructive dialogue with Land Securities regarding these matters and the broader Ebbsfleet development. While there is likely to be ample time to review these issues before detailed decisions need to be taken, the Quarter Master Plan ought properly to reflect the implications of known existing and planned infrastructure in the area to avoid any future misunderstandings.

Trust that these comments are of use and will assist you in ensuring that the Northfleet Rise Quarter Master Plan takes proper account of issues related to the regeneration of Northfleet Works.

Southfleet Parish Council

Comments are:

1. We are interested in the term “River Ebbsfleet”; it is our understanding the waterway has been known as Ebbsfleet Creek or the Ebbsfleet Stream; not as a river. Certainly it has been a tidal creek (see Hasted’s History of Kent, circa 1797), and it flowed as a considerable waterway into this parish.
2. Item 1.2: There are some jargonistic phrases, such as “Strong structural landscape”: but we understand what the report’s message is: and we support fully the objectives relating to Spatiality: Ecology: Hydrology: Recreation: Landscape: and Flood Plain matters.
3. The area is unique in terms of Archaeology; Landscape contours; Wildlife; and the creek itself (which is almost being rediscovered!); and welcome the policies being outlined to protect and enhance the whole environment. The handling needs to be sensitive; and this is a great chance to develop something exceptional in the style of an urban village within a high quality environment. If you get this right, then it will attract people who will help maintain it: i.e. sustainability.
4. Query the level of retail provision: in the light of “levelling off of the economy”, and the growth of on-line shopping, we see a need to keep the retail provision under review.
5. The Parish Council has been pushing for several years for a Museum/Educational facility in the Ebbsfleet area to house the wealth of local “finds”, in correspondence with Dr Howard Stoat MP about the matter): and we would like to think the Council will support such a proposal.

Swanscombe and Greenhithe Town Council

The Town Council are aware of this development as some parts of it fall within its' boundaries. The Town Council would ask that, as it has commitments to its current and future residents (with regards to Community Facilities) that it be included in any financial arrangements made by way of Section 106 Agreements relating to this application.

The Town Council would also like to advise that it is currently collating its own Planning Framework and would request that Gravesham Borough Council considers making provision to incorporate this into its Local Development Framework. The Town Council will respectfully request that it be afforded the maximum consultation regarding developments on its border and/or that will have effect on its residents.

Dartford Borough Council

No objection

Kent Wildlife Trust

Wish to make the following comments. As this quarter has a very similar documentation to the Station Quarter North the comments below apply to both developments.

Ecological Information

It appears that we have no up to date information on the protected species and biodiversity found on site and therefore it is difficult to make informed comments on the landscaping plans. Although the Landscape Framework makes mention of an ecological strategy we have no records of any such document being submitted. The Trust would request that current ecological information and the ecological strategy be supplied so a more accurate assessment can be made of the landscaping, mitigation and ecological enhancements required to ensure biodiversity is maintained and improved in line with the key principals of PPS9.

“Development plan policies and planning decisions should be based upon up-to-date information about the environmental characteristics of their areas. These characteristics should include the relevant biodiversity and geological resources of the area” (PPS9 1-i)

The Ebbsfleet River Corridor

Kent Wildlife Trust is fully supportive of the aim to maintain and enhance the river as an integral part of the overall development design; however we have a number of concerns regarding certain factors of the current landscaping scheme submitted.

Wetland Conservation

If the proposed river corridor is to be of ecological value it must be recognised that river ecosystems do not operate in isolation of the surrounding habitat. Many wetland species such as grass snakes, water voles, wetland birds such as reed bunting and reed warbler and invertebrates associated with this habitat, not only use the river but also access the wetland habitat around for foraging and shelter. Rare flora found on site is often present within the marshland and grassland rather than on the river bank. to ensure ecological diversity the Trust would wish to see conservation and continued management of ponds, lakes, marshland, ditches, watercourses and other natural spaces, in line with Building Research Establishment Environmental Assessment Model (BREEAM) ecological assessment criteria. (*For further information on BREEAM ecological assessment criteria see The Draft Biodiversity Technical Appendix of The Kent Design Guide pp8*). Due to the lack of ecological information it is difficult to be more specific at this time, but it is imperative that all natural features that contribute to the health of the ecosystem as a whole are protected within the development.

The Hotel

From the plans it would appear that it proposed to place a hotel in the middle of one of the enhanced reed beds within the development. The Trust cannot support these plans as this building would reduce the ecological value of this habitat and may have an impact on the efficiency of the suds system as a whole. We would request that the developers find an alternative site for the hotel to enable the reed bed can achieve its full ecological potential.

Tree Planting

For the green corridor to be ecologically successful the proposed enhancements needs to mirror the habitats already present within the area and provide a contiguous corridor to enable fauna and flora to colonise other natural spaces within the development and beyond. Sure you are aware the habitat around Ebbsfleet consists of marshland and grassland with scattered trees. The proposed additional planting of willow and alder along the river bank will impact on the health of the enhanced reed bed and halt colonisation and growth of other aquatic and marginal vegetation, decreasing the ecological benefits of the recreated reed bed and wet land habitat. The Trust would recommend that other than the proposed additional reed planting the banks and conserved land around the river be left in its present state, with the existing trees being retained but no additional tree planting undertaken. Future management should be restricted to ensuring the banks remain open and invasive non indigenous flora such as Himalayan Balsam and Japanese Knotweed are eradicated if present.

Corridor Width

For the river to be viable as a wildlife corridor not only should the watercourse and banks be conserved but also areas of the surrounding wetland will need to be retained, as it forms an integral part of the ecological complex. The rivers, banks and surrounding wetland within the Dartford area are a particularly rich in water vole populations, which have declined nationally being lost in 90 per cent of the sites where they were present in the last Century. (*See Natural England Water Vole Guidance for planners and developers (2001)*). Remaining populations are struggling to survive as mink predation, and habitat fragmentation due to increased development are impacting on their numbers. Wetland birds such as reed bunting a Biodiversity Action Plan species and reed warbler are known to use the wetland around Ebbsfleet and rare invertebrates are known to be present within the adjacent Eastern Quarry. The Trust is therefore concerned with the lack of surrounding habitat to be conserved especially within the areas adjacent to the Internal station. The Trust would wish to see an area of 15 metres either side of the river banks conserved in its present condition to enable water voles and other wetland fauna to pass undisturbed through the planned development. Water voles have recently gained increased protection under (The Wildlife and Countryside Act 1981 (variation of schedule 5 order 2008) which states that:-

Water Vole (Arvicola terrestris) – will be protected against killing, injuring or taking (section 9(1); possession or control (section 9(2); damage or destruction of its places of shelter, or disturbance while such animals are occupying places of shelter (section 9(4), and sale, possession or transport for the purpose of sale and advertising the buying or selling of such animals (Section 9(5); (Defra Explanatory Memorandum 341 (2008)

The Urban Area

Kent Wildlife Trust is concerned that little of the banks of the river and no surrounding habitat is being conserved within the area of the international station and would

question whether such plans conform to the ecological objectives contained within the landscaping strategy.

To enhance the biodiversity throughout the site, protecting and creating ecological habitats through an understanding of the existing natural characteristics.

As Water Voles use urban areas if appropriate habitat is present, the banks and ideally 15 metres of surrounding habitat either side should be conserved within the build. A contiguous corridor is of vital importance for wetland fauna and flora to pass safely through this busy urban area, and colonise other appropriate habitats further up the water course and in the Thames Valley.

The River Basin, Canalisation and Landscaping

The trust does not feel able to support the plans for major widening of the river and it's canalisation through the urban area as this would disrupt the continuity of the wildlife corridor and impact on the spread of species biodiversity throughout the site and beyond. The landscape scheme does not make clear the reason's for these works but it appears that visual attractiveness is the main aim. As mentioned above the Trust would recommend that the natural river course be conserved, restored and enhanced to create an attractive setting within the built up area and a natural route for wetland flora and fauna. The Trust would wish to ideally see 15 metres on each bank conserved in its natural form, with no major works to alter the river's course. *(For further information on water course management see the draft Biodiversity Technical Appendix pp 28-29)*

North Park

As with all the grid structure within the Thames Gateway and in line with the ecological objectives laid down within the landscaping strategy and master plan, the Trust would wish to see all open spaces incorporated into and reflecting the surrounding countryside. North park provides wide and exciting possibilities for the creation of extensive semi improved grassland. The Trust is concerned that the amount of tree planting is excessive given that in Thames gateway semi natural grassland is more threatened as a habitat and more important for supporting UK BAP priority species. It would be far more ecologically valuable to develop and manage the site as wildflower grassland or even to allow the park to colonise naturally becoming semi improved grassland habitat. Not only will this provide a natural and ecologically diverse reserve which would contribute hugely to the green grid and provide habitat for the invertebrates and other species currently inhabiting the Eastern quarry and riverside habitat, but would also provide opportunities for residents and visitors alike to experience the natural environment and provide an important resource for education and community involvement. The Trust acknowledges the need to supply formal pitches but these could be included within the design.

River Front on the North east Section of Ebbsfleet

Reference is made within the landscape strategy of proposed ornamental planting along the urban riverside. It is important that all species planted along the river are of indigenous origin to avert the risk of alien species establishing throughout the riverside complex and to maximise benefits for wildlife.

There is an opportunity of continuing the grassland theme within this area. By allowing indigenous species to naturally colonise the banks this area could provide a

showcase of the local ecology as well as providing an ecological stepping stone for the species that inhabit the river bank. *(For further information of the value of stepping stones within the urban environment see the Draft Biodiversity Technical Appendix pp 18-19)*

Fleet Street and The Promenade

Although an urban environment there are still extensive opportunities for ecological enhancement and education. Within the planned grassed areas the Trust would wish to see semi improved grassland rather than formal lawns and would prefer the removal of plans for increased tree cover. Grassland patches would provide small stepping stones to enable invertebrates and other flora and fauna to migrate through the site and provide an opportunity for the residents and the public alike to experience the wildlife of the area. Shelter can be provided using artificial structures or structures that merge into the landscape using natural materials such as hazel or willow.

Public Squares

Within the landscaping scheme there is no design specified for the proposed public squares. Natural England's Accessible Natural Green Space Standard aims to ensure that all people living in towns and cities have access to a natural green space within 300m of their residence. In line with this aim the Trust would recommend that the theme of semi improved grassland be continued within these squares with borders of wild flower meadow. This will provide opportunities for fauna and flora to migrate through the urban space and allow residents to experience nature on their doorstep.

SUDS System

The Trust welcomes the inclusion of a SUDS system within the landscape design and feels this system could become an attractive feature of the development. Ideally the Trust would like to see this system regenerate naturally however if the developer wishes for instant effect a wildflower mix could be used. If trees are to be used within the planting scheme it is important that the SUDS system does not become overgrown with saplings and scrub. All grassland should be clear to allow for full permeability and efficient water control.

Habitat Creation and Management

(For further information on grassland creation and management see the Draft Biodiversity Technical Appendix pp 24-26)

Green Roofs

The Trust welcomes the inclusion of green roofs within the landscape plan as these will act as a valuable stepping stones for flora, invertebrates and nesting sites for the black redstart known to be present in this area. For the roofs to be successful it is important that varying habitats are planned incorporating perches, rubble, grassland etc. The Trust would value more detailed information on the design and extent of these roofs to ensure they provide the maximum opportunities for wildlife. *(For further details on green roof design see www.blackredstart.org.uk)*

Bamber Pit Local Wildlife Site

Bamber Pit is a valuable resource within the development and could be made accessible to the public as a natural green space for their enjoyment. At present Bamber Pit appears to be unmanaged and susceptible to damage from local bike use. Although disturbed land will encourage colonisation of invertebrate population, misuse should be regulated to avoid too much harm to this habitat. The site should be surveyed as the information on record is historical and the Trust would wish to see a sensitive management scheme combining the preservation of wildlife with public accessibility.

Sustainability

Within the section on sustainability in the master plan only sustainable transport appeared to have been considered. If the developer is aiming to achieve a BREEAM excellent standard consideration will need to be given to renewable energy, grey water schemes and air and water conservation. The Trust would welcome sight of a sustainability strategy and would welcome evidence of the developer's efforts to lower the developments carbon footprint as far as possible.

Community Involvement

The Trust welcomes the developers' commitment to community involvement within the natural spaces of Ebbsfleet and would be happy to discuss ways in which this could be achieved. Although the Trust does not feel that woodland planting is appropriate for this site this does not preclude the existing community and new residents from having both a say and active involvement in site management. Within the detailed planning of this site the Trust would wish to see individual gardens and business grounds designed to attract wildlife, increasing still further the permeability of the site to wildlife. If this is to succeed then it is imperative that the public and businesses that reside on the site be fully engaged in the process, informed of the nature conservation aims and advised how to maintain their gardens for wildlife. We acknowledge that it is the residents' choice how they manage their gardens but would hope they will be given the opportunity to make an informed choice.

General Infrastructure Comments

- Any roads and bridges which intersect the green grid should contain wildlife underpasses to ensure safe passage for wildlife such as amphibians.
- An East-West corridor needs to be established across the site to ensure full permeability for wildlife.
- Full connectivity should be achieved between the Ebbsfleet and eastern Quarry and Swanscombe sites to ensure permeability throughout the Thames Gateway complex.
- Community involvement should be integral throughout the planning process, habitat creation and management.

Sport England

Sport England has been unable to undertake a full and proper assessment of the application. However we do note Page 16 of the report - Condition C6c) xii relating to the provision, location and funding for new sports and leisure facilities.

The supporting information regarding this condition is limited. We would appreciate additional details regarding the precise nature of the sport and recreational facilities proposed (e.g sizes, surfaces of pitches) and how this relates to the points raised in Mr. Anson's letter of 11/11/03 (in respect of Sport England's response to the Springhead Quarter Master Plan)

Sport and Recreation Manager, Gravesham Borough Council

This department supports the principle to create a hierarchy of open spaces to provide a setting and recreational resource in a predominantly mixed use development area, especially through integrating the existing River Ebbsfleet Corridor, including protected wild landscapes and informal/formal landscapes.

Specifically, it is noted that Plan NR04 shows the location of play facilities and open space comprising of 2 combined local play areas, 1 additional open space – hard landscape and 2 additional open spaces – soft landscape. We therefore assume at this stage that provision will cater for a wide range of age groups once details are forthcoming, with possible attention to the younger age groups closer to the main hub of residential developments as well as catering for visitor usage particularly around Blue Lake and River Park. The development of a cycle way around the top rim of Blue Lake connected by green links and green streets is also a positive addition to the area as well as around the main Portland hub to the north.

It is also recognised that features/public art are proposed within the southern end of the development, in close proximity to one of the play areas nearest to Blue Lake, as well as within the neighbouring Station Quarter North development. This department would also support the notion that consideration will be given to commission local artists and competitions involving local schools, in order to include existing neighbouring communities in shaping the built development surrounding them.

We understand that the management of these areas and facilities mentioned above, including ongoing maintenance, will be conducted by a private contractor and not the council. For information I have copied the application details to the Horticultural Department (Operational Services), who may wish to comment further, especially with regards to the Landscape Strategy.

W F Ripper, Ramblers' Association footpath secretary for Bexley, Dartford & Gravesham

Thank you for sending the disc for this application and it was noted that regarding accessibility "viable alternative routes will be provided" and "improved public access".

Whilst we are fully supportive of these objectives in principle, it is also noted that current footpaths NU14 & NU7A are affected by the proposals and plan viii seem to indicate that parts of these routes will be converted to roads.

Naturally we are concerned at the loss of any footpath and trust that both NU7 and NU14 will be incorporated into the scheme as green ways exclusively for pedestrians.

Kent Fire and Rescue Service

Require further details to enable comments to be made on whether the development will satisfy access for fire appliances.

Colin Meredith, on behalf of Northfleet Action Group.

The Northfleet Action Group notes the outline application as above. While we have no comments to make at present, we will no doubt wish to comment on the full application.

West Kent Primary Care Trust

Requests provision of a healthcare contribution. The total contribution sought through a section 106 agreement is £390,960.

No responses have been received from KCC Footpaths, Union Rail, Network Rail, Kent Police Architectural Liaison Officer, KCC Archaeology, Kent Ambulance Services, Cross London Rail Links Ltd, United Taxi Group, Kent Thames-side, KCC Planning, Groundwork Kent and Medway, EDF Energy, National Grid, British Gas Transco, SEEDA

Publicity

The proposal has been advertised on site and in a local newspaper as a major development proposal, development affecting a public right of way and under Article 8 of the GDPO.

In addition notification has been sent to the owners/occupiers of 130 adjoining dwellings/premises.

No representations have been received.

7. Director (Business) Comments

The Northfleet Rise QMP is probably the most challenging of the quarters to develop an acceptable urban (city scale) form of development and create a sense of place due to complexities and constraints of the site taking into account STRD4 which dissects the site and the need to retain linkages to Northfleet and Ebbsfleet Valley, the Ebbsfleet River and its associated reed beds and ecological areas, the CTRL including the North Kent chord, the railway sidings to the north and the proximity of power lines and the sewage works.

The proposals for the Northfleet Rise Quarter have been the subject of a presentation to this Council. A public exhibition was held by Land Securities at the Observatory on 7 and 8 March 2008. A series of meetings were also held with officers' from December 2007 to March 2008.

Extensive consultations have been carried out since the submission of the QMP and a number of important responses have been received and provide a critical analysis of the QMP.

In general terms the QMP meets the requirements of the outline planning conditions in terms of the content and composition and in terms of the quantities and mix of development as required by condition C6 of the outline planning permission.

It is in a sense perhaps less rigid and less prescriptive than the QMP approved for Springhead which at the time of its approval in 2003 gave a much more detailed indication of the location of the various land use elements including community provision.

It does nevertheless meet the overall requirements of the master plan principles as set out in condition B1 of the outline planning permission which requires the QMP to provide amongst other things:-

- A sustainable form of development
- High quality urban design
- Mixed use
- A hierarchy and network of interconnected green spaces and water spaces.
- Moderation of car use and precedence for pedestrians and cyclists.
- Integration with the CTRL
- Community integration
- Integration of public transport.
- Safeguarding of archaeology and the environment

Whilst the QMP essentially is meant to set out the disposition and mix of uses for the purpose of guiding the subsequent submission of detailed planning proposals it is acknowledged that it is not a rigid blueprint and given the time scales of development there must be some flexibility to amend and adapt the QMP at a later date. Condition C5 of the outline planning permission does require any subsequent alterations or amendments to be submitted to the Local Planning Authority for approval.

At this stage it is not clear with any degree of certainty how soon the development will be brought forward and in what sequence.

Building heights proposed in the QMP do not meet the requirements of the planning conditions. The applicants argue that the height is needed to provide a noise barrier and also according to the architects "to convey the notion of the chalk cliffs leading from Blue Lake to the northern parts of the site". Building heights are indicated as principally 5-10 storeys for built development either side of STDR4 but with some lower buildings of 1-4 storeys. A development of 1-4 storeys is shown in the south west corner near to Blue Lake but with a potential landmark building of over 10 storeys. The maximum height permitted in the outline consent (condition H10) is 6 storeys. A variation was allowed to the building heights at Springhead and a more urban form of development may be appropriate at Northfleet Rise. Nevertheless the scale of development will need to be properly justified at the detailed planning stage.

As stated earlier in this report Members will note that there are very detailed consultation responses particularly in terms of environmental issues notably from Kent Wildlife Trust, English Nature and the Environment Agency. Appended to this report is a response from the applicant's agents, Barton Willmore, in respect of the EA comments. In turn there is a response from the EA back to Barton Willmore dated 9 June 2008.

It should be noted that some of the consultation responses relate to or in part refer to some of the other strategies that have been submitted or also in part to the QMP for Station Quarter North (in Dartford) which overlaps with Northfleet Rise and has very similar documentation.

In addition to the matter identified earlier relating to building heights and implementation and phasing of development there are a number of issues arising from the consultation responses that will be important to take into account as the development comes forward for detailed planning approval. These are in summary,

- Consideration needs to be taken into account of the potential flood risk in Northfleet Rise and its implications for the distribution of uses.
- Contamination will need to be considered at all stages of the development in accordance with the Council's requirements.
- That all sensitive receptors are adequately protected from impacts of the railway in terms of both noise and vibration.
- That development should take into account the impact from the Northfleet Wastewater Treatment Works and appropriate mitigation measures are included.
- A Sustainable Urban Drainage System (SUDS) framework is required to demonstrate the synergies of river restoration and enhancement with site water management.
- There is some concern at proposals for river widening due to low river flows and the impact on ecology and there is a need to avoid canalisation of the river through urban quarters.
- There should be commitment to a high level for the code for sustainable homes and high levels of energy efficiency in the construction of buildings.
- There is a need for an ecological survey given the potential detrimental impact on wetland habitats and the need to retain and protect these habitats. Both the EA and KWT seek a 6-15 metre wide marginal strip as a buffer zone alongside the water course and appropriate treatment of the river banks.
- There will be a requirement for details of surface water disposal before detailed construction and the need for the protection of public sewers.
- The proposals need to be considered in the context of proposals for the regeneration of Northfleet Works and to take into account the infrastructure fundamental to the regeneration and redevelopment of the Northfleet Cement works.
- The need to show how the link is maintained to Northfleet Cement Works.
- There is a need to promote direct linkages to the existing community of Northfleet.
- There is a need to consider how archaeological find and heritage can be made available to the public.
- There is concern at the impact of the hotel location near Blue Lake on the ecology of wildlife habitats.
- There is a need to avoid ornamental planting alongside the urban riverside.
- There is a lack of clarity over the precise nature of the sport and recreation facilities proposed.
- There is a need to ensure that footpaths NU7 and NU14 are incorporated into the development as greenways exclusively for pedestrians rather than converted to roads.

Members are advised that transport issues are being considered separately in a comprehensive transport strategy which is a combined document for both Northfleet Rise and Station Quarter North (in Dartford). Approval was given for a transport strategy covering the whole of the Ebbsfleet planning application site.

It is considered that in broad terms the QMP for Northfleet Rise is satisfactory in that it accords with the outline conditions and requirements and does not vary from the general form of development already granted outline consent but nevertheless there are a number of matters that need to be reconsidered or require further information and that these matters can be included as informatics and therefore approval is recommended.

Consultation expiry date: 23.05.08

Recommendation

- 1. Northfleet Rise Quarter Master Plan submitted pursuant to conditions C4 and C6 (a), (b) and (c) of outline planning permission reference number GR/96/35 for mixed use development of up to but not exceeding an overall maximum of 167,000 sq m gross floorspace and comprising of up to 75,000 sq m gross of employment uses, 45,000 sq m gross of residential uses (approx 464 dwellings), 7,000 sq m gross of residential supporting uses, 30,500 sq m gross of core space and 3.75 hectares of public open space and provision of car parking, roads and infrastructure.**
- 2. Visual Impact Assessment (VIA) for the Northfleet Rise Quarter submitted pursuant to condition C6(xv) of the said outline planning permission.**
- 3. Landscape Strategy Framework for the Northfleet Rise Quarter submitted pursuant to condition E7(a) of the said outline planning permission.**

be APPROVED

Subject to the following informatives:-

1. The applicants are advised that the scale of development including building heights will need to be properly justified at the detailed planning stage having regard to the limitation of 6 storeys for Northfleet Rise in the outline planning conditions.
2. The applicants are advised that the Borough Council will expect to see details of how the development will be brought forward and the relevant phasing of the proposals.
3. The applicants are advised that consideration needs to be taken into account of the potential flood risk in Northfleet Rise and how this will impact on the distribution of uses within the Quarter.
4. The applicants are advised that contamination will need to be considered at all stages of the development in accordance with the Council's requirements.
5. The applicants are advised that all sensitive receptors are adequately protected from the impacts of the railway including the CTRL, North Kent railway line and link and Northfleet sidings in terms of both noise and vibration.
6. The applicants are advised that the development should take into account the impact from the Northfleet Wastewater Treatment Works and appropriate mitigation measures are included.
7. The applicants are advised that a Sustainable Urban Drainage System (SUDS) framework is required to demonstrate the synergies of river restoration and enhancement with site water management.
8. The applicants are advised that there is some concern at proposals for river widening due to low river flows and the impact on ecology and there is a need to avoid full canalisation of the river through urban quarters.

9. The applicants are advised that there should be a commitment to a high level for the code for sustainable homes and high levels of energy efficiency in the construction of buildings.
10. The applicants are advised that there is a need for an ecological survey given the potential detrimental impact on wetland habitats and the need to retain and protect these habitats. Both the EA and KWT seek a marginal strip up to 15metres wide as a buffer zone alongside the water course and appropriate treatment of the river banks.
11. The applicants are advised that there will be a requirement for details of surface water disposal before detailed construction and the need for the protection of public sewers.
12. The applicants are advised that the proposals need to be considered in the context of proposals for the regeneration of Northfleet Works and to take into account the infrastructure fundamental to the regeneration and redevelopment of the Northfleet Cement works.
13. The applicants are advised that the development should show how the road link is maintained to Northfleet Cement Works.
14. The applicants are advised that there is a need to promote direct linkages to the existing community of Northfleet.
15. The applicants are advised that there is a need to consider how archaeological finds and heritage can be made available to the public.
16. The applicants are advised that there is concern at the impact of the hotel location near Blue Lake on the ecology of wildlife habitats and that this matter should be reconsidered.
17. The applicants are asked to note the Kent Primary Care Trust's request for contributions to health care provision.
18. The applicants are advised that there is a need to avoid ornamental planting alongside the urban riverside.
19. The applicants are advised that there is a lack of clarity over the precise nature of the sport and recreation facilities proposed.
20. The applicants are advised that there is a need to ensure that footpaths NU7 and NU14 are incorporated into the development as greenways exclusively for pedestrians rather than converted to roads.

INFORMATIVE: REASONS FOR GRANT OF APPROVAL

- 1. Having regard to all relevant material planning considerations, permission has been granted because, subject to compliance with the planning conditions, the development would not materially harm any interest of acknowledged importance.**
- 2. The decision has been taken having regard to the policies and proposals of the development plan and in particular:**

Gravesend Local Plan (First Review) 1994

AP14(a) Ebbsfleet

LT6 Additional open space in new housing developments
H2 Application of residential design guidance
H6 Provision to meet special housing needs
T1 Impact of development on the highway network
T5 New accesses onto highway network
P3 Vehicle parking standards

Gravesend Local Plan (Second Review) Deposit Version 2000

Policy MDS1 Ebbsfleet Valley
LT3 Development of Green Grid sites
H1 New Housing Sites
H3 Design of new housing development
H8 Density
H9 Affordable housing
H11 Lifetime Homes
T1 Location of new development
T12 New accesses on highway and public transport network
T16 Car parking standards
LT8 Open space in new residential developments

Ebbsfleet Development and Environment Framework

Kent and Medway Structure Plan

DG1: Dartford and Gravesend
HP4 : Housing: Quality and Density of Development

3. In addition the Local Planning Authority had regard to:

Article 8 and Article 1 of the First Protocol of the Human Rights Act 1998
Central Government Planning Policy Guidance